

AMENDMENTS SUBMITTED

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

WYDEN AMENDMENT NO. 3433

(Ordered to lie on the table.)

Mr. WYDEN submitted an amendment intended to be proposed by him to the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes; as follows:

On page 45, line 23, before the period at the end insert the following: “: *Provided*, That the funds made available under this heading shall be used by the Inspector General (1) to continue to review airline customer service practices with respect to providing consumers access to the lowest available airfare, information regarding overbooking, and all other matters with respect to which airlines have entered into voluntary customer service commitments; (2) to undertake an inquiry into whether mergers in the airline industry have caused or may cause customer service to deteriorate and whether legislation should be enacted to require that customer service be a factor in the merger review process for airlines; (3) to review the reasons for increases in flight delays, with specific reference to whether infrastructure issues or procedures utilized by the airline industry and the Federal Aviation Administration are contributing to the delays; (4) to review the airline ticket distribution system, and changes in the system, including the proposed Internet joint venture known as “Orbitz” and the impact such changes may have on airline competition and consumers; (5) to review whether “Orbitz” would be, or should be, subject to Department of Transportation regulations on airline ticket computer reservation systems; and (6) to report findings and recommendations for reform resulting from these reviews and inquiries to the Committees on Appropriations of the Senate and the House of Representatives, the Committee on Commerce, Science and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives by December 31, 2000, and again thereafter when the Inspector General determines it appropriate to reflect the emergence of significant additional findings and recommendations”.

VOINOVICH (AND OTHERS)
AMENDMENT NO. 3434

Mr. VOINOVICH (for himself, Mr. CLELAND, Mr. ROTH, Mr. MOYNIHAN, Mr. LAUTENBERG, and Mr. JEFFORDS) proposed an amendment to the bill H.R. 4475, *supra*; as follows:

At the appropriate place in title III, insert the following:

SEC. 3. FUNDING FLEXIBILITY AND HIGH SPEED RAIL CORRIDORS.

(a) ELIGIBILITY OF PASSENGER RAIL FOR HIGHWAY FUNDING.—

(1) NATIONAL HIGHWAY SYSTEM.—Section 103(b)(6) of title 23, United States Code, is amended by adding at the end the following:

“(Q) Acquisition, construction, reconstruction, and rehabilitation of, and preventative maintenance for, intercity passenger rail fa-

cilities and rolling stock (including passenger facilities and rolling stock for transportation systems using magnetic levitation).”.

(2) SURFACE TRANSPORTATION PROGRAM.—Section 133(b) of title 23, United States Code, is amended by inserting after paragraph (11) the following:

“(12) Capital costs for vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by rail (including vehicles and facilities that are used to provide transportation systems using magnetic levitation).”.

(3) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—Section 149(b) of title 23, United States Code, is amended in the first sentence—

(A) in paragraph (4), by striking “or” at the end;

(B) in paragraph (5), by striking the period at the end and inserting “; or”; and

(C) by adding at the end the following:

“(6) if the project or program will have air quality benefits through acquisition, construction, reconstruction, and rehabilitation of, and preventative maintenance for, intercity passenger rail facilities and rolling stock (including passenger facilities and rolling stock for transportation systems using magnetic levitation).”.

(b) TRANSFER OF HIGHWAY FUNDS TO AMTRAK AND OTHER PUBLICLY-OWNED INTERCITY PASSENGER RAIL LINES.—Section 104(k) of title 23, United States Code, is amended—

(1) by redesignating paragraph (3) as paragraph (4);

(2) by inserting after paragraph (2) the following:

“(3) TRANSFER TO AMTRAK AND OTHER PUBLICLY-OWNED INTERCITY PASSENGER RAIL LINES.—Funds made available under this title and transferred to the National Railroad Passenger Corporation or to any other publicly-owned intercity passenger rail line (including any rail line for a transportation system using magnetic levitation) shall be administered by the Secretary in accordance with subtitle V of title 49, except that the provisions of this title relating to the non-Federal share shall apply to the transferred funds.”; and

(3) in paragraph (4) (as redesignated by paragraph (1)), by striking “paragraphs (1) and (2)” and inserting “paragraphs (1) through (3)”.

LEAHY AMENDMENT NO. 3435

(Ordered to lie on the table.)

Mr. LEAHY submitted an amendment intended to be proposed by him to the bill, H.R. 4475, *supra*; as follows:

At the appropriate place, insert the following:

SEC. . EFFECTIVE DATE OF GRAMM-LEACH-BLILEY ACT PROVISIONS ON THE DISCLOSURE OF NONPUBLIC PERSONAL INFORMATION.

Section 510 of the Gramm-Leach-Bliley Act (15 U.S.C. 6810) is amended by striking “except—” and all that follows through the end and inserting the following: “except that sections 504 and 506 shall become effective on the date of enactment of this Act.”.

REED AMENDMENTS NOS. 3436-3437

(Ordered to lie on the table.)

Mr. REED submitted two amendments intended to be proposed by him to the bill, H.R. 4475, *supra*, as follows:

AMENDMENT NO. 3436

On page 79, between lines 22 and 23, insert the following:

SEC. _____. (a) The total amount appropriated in title I for the Department of Transportation for the Federal Railroad Administration is increased by \$10,000,000; *Provided*, That, such additional amount shall be available for Rhode Island Rail Development.

(b) The total amount appropriated in title I for the Federal Aviation Administration under the heading “OPERATIONS” for salaries and expenses is hereby reduced by \$10,000,000.

AMENDMENT NO. 3437

On page 79, between lines 22 and 23, insert the following:

SEC. _____. Of the total amount appropriated for the Department of Transportation, \$10,000,000 shall be available for Rhode Island Rail Development.

KOHL (AND OTHERS) NO. 3438

(Ordered to lie on the table.)

Mr. KOHL (for himself, Mr. ABRAHAM, Mr. DEWINE, and Mr. LEVIN) submitted an amendment intended to be proposed by them to the bill, H.R. 4475, *supra*; as follows:

At the appropriate place, insert the following:

SEC. _____. (a) FINDINGS.—The Senate makes the following findings:

(1) The United States Coast Guard in 1999 saved approximately 3,800 lives in providing the essential service of maritime safety.

(2) The United States Coast Guard in 1999 prevented 111,689 pounds of cocaine and 28,872 pounds of marijuana from entering the United States in providing the essential service of maritime security.

(3) The United States Coast Guard in 1999 boarded more than 14,000 fishing vessels to check for compliance with safety and environmental laws in providing the essential service of the protection of natural resources.

(4) The United States Coast Guard in 1999 ensured the safe passage of nearly 1,000,000 commercial vessel transits through congested harbors with vessel traffic services in providing the essential service of maritime mobility.

(5) The United States Coast Guard in 1999 sent international training teams to help more than 50 countries develop their maritime services in providing the essential service national defense.

(6) Each year, the United States Coast Guard ensures the safe passage of more than 200,000,000 tons of cargo cross the Great Lakes including iron ore, coal, and limestone. Shipping on the Great Lakes faces a unique challenge because the shipping season begins and ends in ice anywhere from 3 to 15 feet thick. The ice-breaking vessel MACKINAW has allowed commerce to continue under these conditions. However, the productive life of the MACKINAW is nearing an end. The Coast Guard has committed to keeping the vessel in service until 2006 when a replacement vessel is projected to be in service, but to meet that deadline, funds must be provided for the Coast Guard in fiscal year 2001 to provide for the procurement of a multipurpose-design heavy icebreaker.

(7) Without adequate funding, the United States Coast Guard would have to radically reduce the level of service it provides to the American public.

(8) The allocation to the Committee on Appropriations of the Senate of funds available for the Department of Transportation and related agencies for fiscal year 2001 was

\$1,600,000,000 less than the allocation to the Committee on Appropriations of the House of Representatives of funds available for that purpose for that fiscal year. The lower allocation compelled the Subcommittee on Transportation of the Committee on Appropriations of the Senate to impose reductions on funds available for the Coast Guard, particularly amounts available for acquisitions, that may not have been imposed had a larger allocation been made. The difference between the amount of funds requested by the Coast Guard for the acquisition of the Great Lakes icebreaker and buoy tender and the amount made available by the Committee on Appropriations of the Senate for those acquisitions fails to reflect the high priority afforded by the Senate to those acquisitions, which are of critical national importance to commerce, navigation, and safety.

(9) Due to shortfalls in funds available for fiscal year 2000 and unexpected increases in fuel costs, the Commandant of the Coast Guard has announced reductions in critical operations of the Coast Guard by as much as 30 percent in some areas of the United States. If left unaddressed, these shortfalls may compromise the service provided by the Coast Guard to the public in all areas, including drug interdiction and migrant interdiction, aid to navigation, and fisheries management.

(b) SENSE OF SENATE.—It is the sense of the Senate that—

(1) the committee of conference on the bill H.R. 4425 of the 106th Congress, making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2001, or any other appropriate committee of conference of the second session of the 106th Congress, should approve supplemental funding for the Coast Guard for fiscal year 2000 as soon as is practicable; and

(2) upon adoption of this bill by the Senate, the conferees of the Senate to the committee of conference on the bill H.R. 4475 of the 106th Congress, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, should—

(A) recede from their disagreement to the proposal of the conferees of the House of Representatives to the committee of conference on the bill H.R. 4475 with respect to funding for the Great Lakes icebreaker and buoy tender replacement program;

(B) provide adequate funds for operations of the Coast Guard in fiscal year 2001, including activities relating to drug and migrant interdiction and fisheries enforcement; and

(C) provide sufficient funds for the Coast Guard in fiscal year 2001 to correct the 30 percent reduction in funds for operations of the Coast Guard in fiscal year 2000.

COLLINS (AND SCHUMER) AMENDMENT NO. 3439

Ms. COLLINS (for herself, Mr. SCHUMER, and Mr. ABRAHAM) proposed an amendment to the bill, H.R. 4475, supra; as follows:

At the appropriate place in title III, insert the following:

SEC. 3. SENSE OF THE SENATE CONCERNING USE OF THE STRATEGIC PETROLEUM RESERVE.

(a) FINDINGS.—The Senate finds that—

(1) since 1999, gasoline prices have risen from an average of 99 cents per gallon to \$1.63 per gallon (with prices exceeding \$2.00 per gallon in some areas), causing financial hardship to Americans across the country;

(2) the Secretary of Energy has authority under existing law to fill the Strategic Petroleum Reserve through time exchanges ("swaps"), by releasing oil from the Strategic Petroleum Reserve in times of supply shortage in exchange for the infusion of more oil into the Strategic Petroleum Reserve at a later date;

(3) the Organization of Petroleum Exporting Countries ("OPEC") has created a worldwide supply shortage by choking off petroleum production through anticompetitive means;

(4) at its meetings beginning on March 27, 2000, OPEC failed to increase petroleum production to a level sufficient to rebuild depleted inventories; and

(5) the Secretary of Energy should implement a swap plan at times, such as the present, when prices of fuel have risen because of cutbacks in the production of crude oil.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that if the President determines that a release of oil from the Strategic Petroleum Reserve under swapping arrangements would not jeopardize national security, the Secretary of Energy should, as soon as is practicable, use the authority under existing law to release oil from the Strategic Petroleum Reserve in an economically feasible way by means of swapping arrangements providing for future increases in Strategic Petroleum Reserve reserves.

MCCAIN AMENDMENT NOS. 3440-3441

(Ordered to lie on the table.)

Mr. MCCAIN submitted two amendments intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

AMENDMENT NO. 3440

At the appropriate place, insert the following:

SEC. . ADDITIONAL SANCTION FOR REVENUE DIVERSION.

Except as necessary to ensure public safety, no amount appropriated under this or any other Act may be used to fund any airport-related grant for the Los Angeles International Airport made to the City of Los Angeles, or any inter-governmental body of which it is a member, by the Department of Transportation or the Federal Aviation Administration, until the Administration—

(1) concludes the investigation initiated in Docket 13-95-05; and

(2) either—

(A) takes action, if necessary and appropriate, on the basis of the investigation to ensure compliance with applicable laws, policies, and grant assurances regarding revenue use and retention by an airport; or

(B) determines that no action is warranted.

AMENDMENT NO. 3441

At the appropriate place insert the following:

SEC. . CAP AGREEMENT FOR BOSTON "BIG DIG".

No funds appropriated by this Act may be used by the Department of Transportation to cover the administrative costs (including salaries and expenses of officers and employees of the Department) to authorize project approvals or advance construction authority for the Central Artery/Third Harbor Tunnel project in Boston, Massachusetts have entered into a written agreement that limits the total Federal contribution to the project to not more than \$8.549 billion.

FEINGOLD AMENDMENT NO. 3442

(Ordered to lie on the table.)

Mr. FEINGOLD submitted an amendment intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

At the end of page 37, line 8, add the following, and renumber subsequent sections accordingly: "Provided further, That of the funds made available under this heading, a portion shall be used to investigate, in coordination with the Federal Trade Commission: (1) unfair or deceptive practices and unfair methods of competition in the production, distribution and sale of reformulated gasoline in the Upper Midwest markets; (2) corollary changes within the production, distribution, and sale of gasoline in Upper Midwest counties not required to use reformulated fuels."

At the end of page 52, line 22, add the following new section:

"SEC. 342. With the funds provided in this Act, the Secretary may initiate an investigation into the feasibility and desirability of establishing a regional reformulated gasoline reserve in the Upper Midwest for use when prices in the United States rise sharply because of anticompetitive activity or during a supply shortage."

TORRICELLI AMENDMENTS NOS. 3443-3445

(Ordered to lie on the table.)

Mr. TORRICELLI submitted three amendments intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

AMENDMENT NO. 3443

At the appropriate place in title III, insert the following:

SEC. 3. PARKING SPACE FOR TRUCKS.

(a) FINDINGS.—Congress finds that—

(1) in 1998, there were 5,374 truck-related highway fatalities and 4,935 trucks involved in fatal crashes;

(2) a Special Investigation Report published by the National Transportation Safety Board in May 2000 found that research conducted by the National Highway Traffic Safety Administration suggests that truck driver fatigue is a contributing factor in as many as 30 to 40 percent of all heavy truck accidents;

(3) a 1995 Transportation Safety Board Study found that the availability of parking for truck drivers can have a direct impact on the incidence of fatigue-related accidents;

(4) a 1996 study by the Federal Highway Administration found that there is a nationwide shortfall of 28,400 truck parking spaces in public rest areas, a number expected to reach 39,000 by 2005;

(5) a 1999 survey conducted by the Owner-Operator Independent Drivers Association found that over 90 percent of its members have difficulty finding parking spaces in rest areas at least once a week; and

(6) because of overcrowding at rest areas, truckers are increasingly forced to park on the entrance and exit ramps of highways, in shopping center parking lots, at shipper locations, and on the shoulders of roadways, thereby increasing the risk of serious accidents.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that Congress and the President should take immediate steps to address the lack of safe available commercial vehicle parking along Interstate highways for truck drivers.

AMENDMENT NO. 3444

At the appropriate place in title III, insert the following:

SEC. 3. . PARKING SPACE FOR TRUCKS.

(a) FINDINGS.—Congress finds that—

(1) in 1998, there were 5,374 truck-related highway fatalities and 4,935 trucks involved in fatal crashes;

(2) a Special Investigation Report published by the National Transportation Safety Board in May 2000 found that research conducted by the National Highway Traffic Safety Administration suggests that truck driver fatigue is a contributing factor in as many as 30 to 40 percent of all heavy truck accidents;

(3) a 1995 Transportation Safety Board Study found that the availability of parking for truck drivers can have a direct impact on the incidence of fatigue-related accidents;

(4) a 1996 study by the Federal Highway Administration found that there is a nationwide shortfall of 28,400 truck parking spaces in public rest areas, a number expected to reach 39,000 by 2005;

(5) a 1999 survey conducted by the Owner-Operator Independent Drivers Association found that over 90 percent of its members have difficulty finding parking spaces in rest areas at least once a week; and

(6) because of overcrowding at rest areas, truckers are increasingly forced to park on the entrance and exit ramps of highways, in shopping center parking lots, at shipper locations, and on the shoulders of roadways, thereby increasing the risk of serious accidents.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that Congress and the President should take immediate steps to address the lack of safe available commercial vehicle parking along Interstate highways for truck drivers.

AMENDMENT NO. 3445

At the appropriate place in the bill, insert the following:

SEC. . STUDY OF ADVERSE EFFECTS OF IDLING TRAIN ENGINES.

(a) STUDY REQUIRED.—The Secretary of Transportation shall provide under section 150303 of title 36, United States Code, for the National Academy of Sciences to conduct a study on noise impacts of railroad operations, including idling train engines on the quality of life of nearby communities, the quality of the environment (including consideration of air pollution), and safety, and to submit a report on the study to the Secretary. The report shall include recommendations for mitigation to combat rail noise, standards for determining when noise mitigation is required, needed changes in Federal law to give Federal, State, and local governments flexibility in combating railroad noise, and possible funding mechanisms for financing mitigation projects.

(b) REPORT.—Not later than one year after the date of the enactment of this Act, the Secretary of Transportation shall transmit to Congress the report of the National Academy of Sciences on the results of the study under subsection (a).

MURKOWSKI AMENDMENT NO. 3446

(Ordered to lie on the table.)

Mr. MURKOWSKI submitted an amendment intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

On page 79 of the substituted original text, between lines 22 and 23, insert the following:

SEC. . The amount appropriated by title I for the Department of Transportation for the Federal Railroad Administration under the

heading "RAILROAD RESEARCH AND DEVELOPMENT" is hereby increased by \$6,000,000: *Provided*, That such additional amount to be available for a joint United States-Canada commission to study the feasibility of connecting the rail system in Alaska to the North American continental rail system: *Provided further*, That, notwithstanding any other provision of this Act, such additional amount shall remain available until expended.

DODD AMENDMENT NO. 3447

(Ordered to lie on the table.)

Mr. DODD submitted an amendment intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

On page 79 of the substituted original text, between lines 22 and 23, insert the following:

SEC. . From the amount appropriated in I for the Department of Transportation for the Federal Transit Administration under the heading "CAPITAL INVESTMENT GRANTS" for new fixed guideway systems, funds shall be available for the Danbury-Norwalk Rail Line Re-Electrification to re-electrify the rail line between Danbury, Connecticut, and Norwalk, Connecticut.

**ABRAHAM (AND OTHERS)
AMENDMENT NO. 3448**

(Ordered to lie on the table.)

Mr. ABRAHAM (for himself, Mr. KOHL, Mr. DEWINE, and Mr. LEVIN) submitted an amendment intended to be proposed by them to the bill, H.R. 4475, supra; as follows:

At the appropriate place, insert the following:

SEC. . (a) FINDINGS.—The Senate makes the following findings:

(1) The United States Coast Guard in 1999 saved approximately 3,800 lives in providing the essential service of maritime safety.

(2) The United States Coast Guard in 1999 prevented 111,689 pounds of cocaine and 28,872 pounds of marijuana from entering the United States in providing the essential service of maritime security.

(3) The United States Coast Guard in 1999 boarded more than 14,000 fishing vessels to check for compliance with safety and environmental laws in providing the essential service of the protection of natural resources.

(4) The United States Coast Guard in 1999 ensured the safe passage of nearly 1,000,000 commercial vessel transits through congested harbors with vessel traffic services in providing the essential service of maritime mobility.

(5) The United States Coast Guard in 1999 sent international training teams to help more than 50 countries develop their maritime services in providing the essential service national defense.

(6) Each year, the United States Coast Guard ensures the safe passage of more than 200,000,000 tons of cargo cross the Great Lakes including iron ore, coal, and limestone. Shipping on the Great Lakes faces a unique challenge because the shipping season begins and ends in ice anywhere from 3 to 15 feet thick. The ice-breaking vessel MACKINAW has allowed commerce to continue under these conditions. However, the productive life of the MACKINAW is nearing an end. The Coast Guard has committed to keeping the vessel in service until 2006 when a replacement vessel is projected to be in service, but to meet that deadline, funds

must be provided for the Coast Guard in fiscal year 2001 to provide for the procurement of a multipurpose-design heavy icebreaker.

(7) Without adequate funding, the United States Coast Guard would have to radically reduce the level of service it provides to the American public.

(8) The allocation to the Committee on Appropriations of the Senate of funds available for the Department of Transportation and related agencies for fiscal year 2001 was \$1,600,000,000 less than the allocation to the Committee on Appropriations of the House of Representatives of funds available for that purpose for that fiscal year. The lower allocation compelled the Subcommittee on Transportation of the Committee on Appropriations of the Senate to impose reductions on funds available for the Coast Guard, particularly amounts available for acquisitions, that may not have been imposed had a larger allocation been made. The difference between the amount of funds requested by the Coast Guard for the acquisition of the Great Lakes icebreaker and buoy tender and the amount made available by the Committee on Appropriations of the Senate for those acquisitions fails to reflect the high priority afforded by the Senate to those acquisitions, which are of critical national importance to commerce, navigation, and safety.

(9) Due to shortfalls in funds available for fiscal year 2000 and unexpected increases in fuel costs, the Commandant of the Coast Guard has announced reductions in critical operations of the Coast Guard by as much as 30 percent in some areas of the United States. If left unaddressed, these shortfalls may compromise the service provided by the Coast Guard to the public in all areas, including drug interdiction and migrant interdiction, aid to navigation, and fisheries management.

(b) SENSE OF SENATE.—It is the sense of the Senate that—

(1) the committee of conference on the bill H.R. 4425 of the 106th Congress, making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2001, or any other appropriate committee of conference of the second session of the 106th Congress, should approve supplemental funding for the Coast Guard for fiscal year 2000 as soon as is practicable; and

(2) upon adoption of this bill by the Senate, the conferees of the Senate to the committee of conference on the bill H.R. 4475 of the 106th Congress, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, should—

(A) recede from their disagreement to the proposal of the conferees of the House of Representatives to the committee of conference on the bill H.R. 4475 with respect to funding for the Great Lakes icebreaker and buoy tender replacement program;

(B) provide adequate funds for operations of the Coast Guard in fiscal year 2001, including activities relating to drug and migrant interdiction and fisheries enforcement; and

(C) provide sufficient funds for the Coast Guard in fiscal year 2001 to correct the 30 percent reduction in funds for operations of the Coast Guard in fiscal year 2000.

LEVIN AMENDMENTS NOS. 3449-3450

(Ordered to lie on the table.)

Mr. LEVIN submitted two amendments intended to be proposed by him to the bill, H.R. 4475, supra; as follows:

AMENDMENT NO. 3449

On page 79 of the substituted original text, between lines 22 and 23, insert the following:

SEC. ____ Of the amount appropriated in title I for the Department of Transportation for the Federal Transit Administration under the heading "CAPITAL INVESTMENT GRANTS" to carry out section 5309 of title 49, United States Code, \$250,000 shall be available to the City of Traverse City for the development of a comprehensive transportation plan for Traverse City, Michigan.

AMENDMENT NO. 3450

At the appropriate place in title III, insert the following:

SEC. 3. HIGH SPEED RAILWAY CORRIDOR, MICHIGAN.

In expending funds set aside under section 104(d)(2)(A) of title 23, United States Code, the Secretary of Transportation shall use not less than \$10,000,000 to eliminate hazards of railway-highway crossings on a high speed railway corridor in the State of Michigan.

COCHRAN AMENDMENT NO. 3451

Mr. SHELBY (for Mr. COCHRAN) proposed an amendment to the bill H.R. 4475, supra; as follows:

At the appropriate place in bill add the following new section:

SEC. . For the purpose of constructing an underpass to improve access and enhance highway/rail safety and economic development along Star Landing Road in DeSoto, County, Mississippi, the State of Mississippi may use funds previously allocated to it under the transportation enhancement program, if available.

BAUCUS (AND BURNS)
AMENDMENT NO. 3452

Mr. LAUTENBERG (for Mr. BAUCUS (for himself and Mr. BURNS)) proposed an amendment to the bill H.R. 4475, supra; as follows:

Section 1214 of Public Law No. 105-178, as amended, is further amended by adding a new subsection to read as follows:

(s) Notwithstanding sections 117(c) and (d) of title 23, United States Code, for project number 1646 in section 1602 of Public Law No. 105-178:

(1) The non-Federal share of the project may be funded by Federal funds from an agency or agencies not part of the United States Department of Transportation; and

(2) The Secretary shall not delegate responsibility for carrying out the project to a State.

NICKLES AMENDMENT NO. 3453

Mr. SHELBY (for Mr. NICKLES) proposed an amendment to the bill H.R. 4475, supra; as follows:

In lieu of section 343 on page 76, insert a new section 343 as follows:

SEC. 343. CONVEYANCE OF AIRPORT PROPERTY TO AN INSTITUTION OF HIGHER EDUCATION IN OKLAHOMA.

(a) IN GENERAL.—Notwithstanding any other provision of law, including the Surplus Property Act of 1944 (58 Stat. 765, chapter 479; 50 U.S.C. App. 1622 et seq.), the Secretary of Transportation (or the appropriate Federal officer) may waive, without charge, any of the terms contained in any deed of conveyance described in subsection (b) that restrict the use of any land described in such

a deed that, as of the date of enactment of this Act, is not being used for the operation of an airport or for air traffic. A waiver made under the preceding sentence shall be deemed to be consistent with the requirements of section 47153 of title 49, United States Code.

(b) DEED OF CONVEYANCE.—A deed of conveyance referred to in subsection (a) is a deed of conveyance issued by the United States before the date of enactment of this Act for the conveyance of lands to a public institution of higher education in Oklahoma.

(c) USE OF LANDS SUBJECT TO WAIVER.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the lands subject to a waiver under subsection (a) shall not be subject to any term, condition, reservation, or restriction that would otherwise apply to that land as a result of the conveyance of that land by the United States to the institution of higher education.

(2) USE OF LANDS.—An institution of higher education that is issued a waiver under subsection (a) may use revenues derived from the use, operation, or disposal of that land only for weather-related and educational purposes that include benefits for aviation.

(d) GRANTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, if an institution of higher education that is subject to a waiver under subsection (a) received financial assistance in the form of a grant from the Federal Aviation Administration or a predecessor agency before the date of enactment of this Act, then the Secretary of Transportation may waive the repayment of the outstanding amount of any grant that the institution of higher education would otherwise be required to pay.

(2) ELIGIBILITY TO RECEIVE SUBSEQUENT GRANTS.—Nothing in paragraph (1) shall affect the eligibility of an institution of higher education that is subject to that paragraph from receiving grants from the Secretary of Transportation under chapter 471 of title 49, United States Code, or under any other provision of law relating to financial assistance provided through the Federal Aviation Administration.

SHELBY AMENDMENT NO. 3454

Mr. SHELBY (for himself, Mr. REID, and Mr. LEAHY) proposed an amendment to the bill H.R. 4475, supra; as follows:

At the appropriate place, insert

SEC. . Hereafter, the New Jersey Transit commuter rail station to be located at the intersection of the Main/Bergen line and the Northeast Corridor line in the State of New Jersey shall be known and designated as the "Frank R. Lautenberg Transfer Station"; *Provided*, That the Secretary of Transportation shall ensure that any and all applicable reference in law, map, regulation, documentation, and all appropriate signage shall make reference to the "Frank R. Lautenberg Transfer Station".

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2001

SHELBY AMENDMENTS NOS. 3455–3456

(Ordered to lie on the table.)

Mr. SHELBY submitted two amendments intended to be proposed by him to the bill (S. 2549) to authorize appro-

priations for fiscal year 2001 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; as follows:

AMENDMENT NO. 3455

On page 394, line 10, insert ", in cooperation with the Director of Central Intelligence," after "The Secretary of Defense".

On page 394, line 25, insert ", in cooperation with the Director of Central Intelligence," after "The Secretary of Defense".

AMENDMENT NO. 3456

On page 596, beginning on line 3, strike "waiver is in the national security interests of the United States" and insert "waiver is vital to the national security interests of the United States and certifies such determination to Congress".

On page 597, strike line 3 and insert the following; is based.

"(C) The authority under paragraph (2) to waive the applicability of paragraph (1) to a covered person shall expire on September 30, 2001."

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ARMED SERVICES

Ms. COLLINS. Mr. President, I ask unanimous consent that the Committee on Armed Services be authorized to meet during the session of the Senate on Thursday, June 15, 2000 at 9:30 a.m., in open and closed session to receive testimony on security failures at Los Alamos National Laboratory.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

Ms. COLLINS. Mr. President, I ask unanimous consent that the Committee on Commerce, Science and Transportation be authorized to meet on Thursday, June 15, 2000 at 9:30 a.m. on the nomination of Del Won to be a Federal Maritime Commission and immediately following the nomination hearing the Committee will hold an executive session on pending Committee business.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Ms. COLLINS. Mr. President, I ask unanimous consent that the Committee on Energy and Natural Resources be authorized to meet during the session of the Senate on Thursday, June 15 at 9:30 a.m. to conduct a hearing. The committee will receive testimony on S. 2557, the National Energy Security Act of 2000. The bill would protect the energy security of the United States and decrease America's dependency on foreign oil sources to 50 percent by the year 2010 by enhancing the use of renewable energy sources, improving energy efficiencies, and increasing domestic energy supplies,